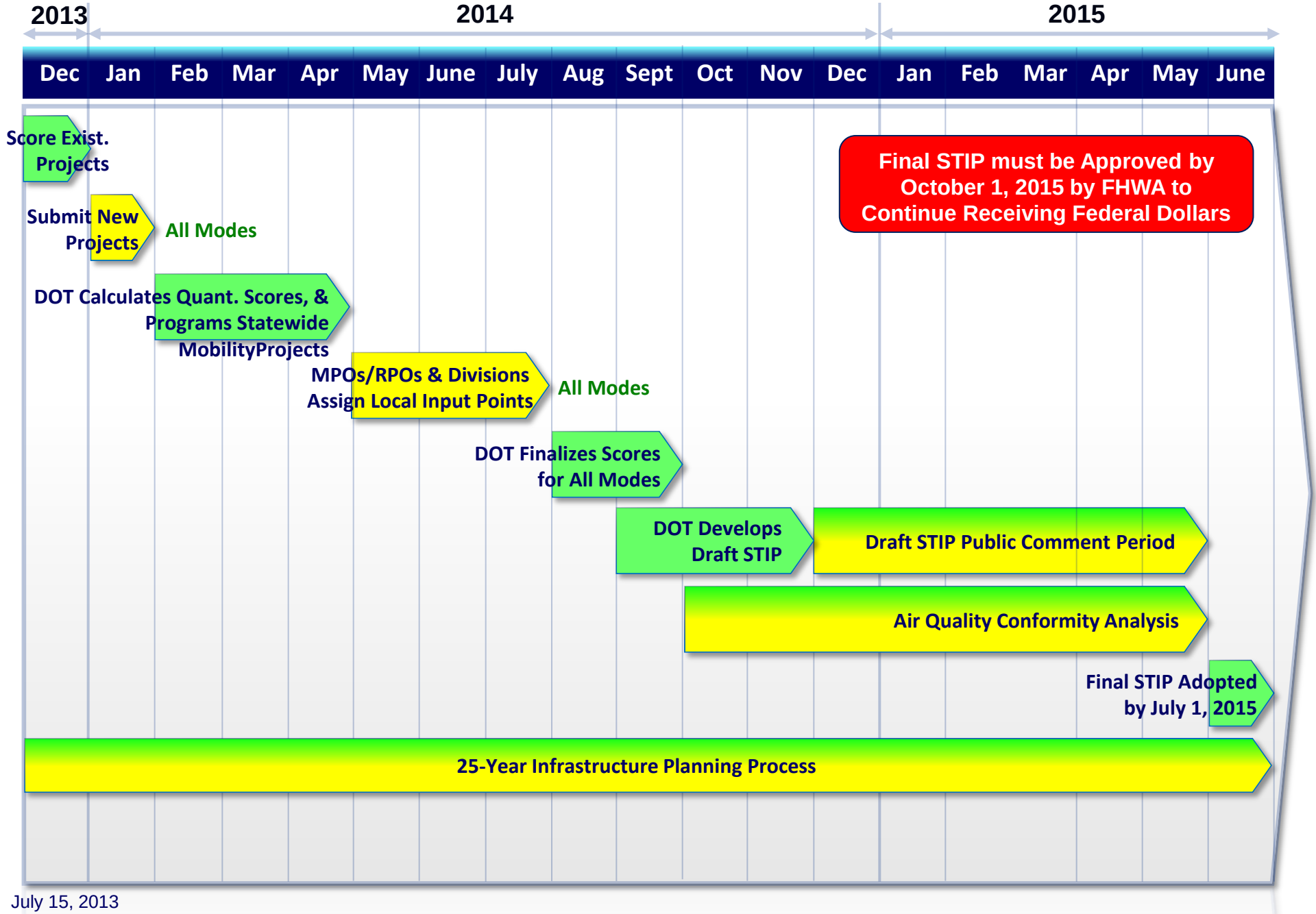
Division Engineer Local Input Scoring

September 10, 2013

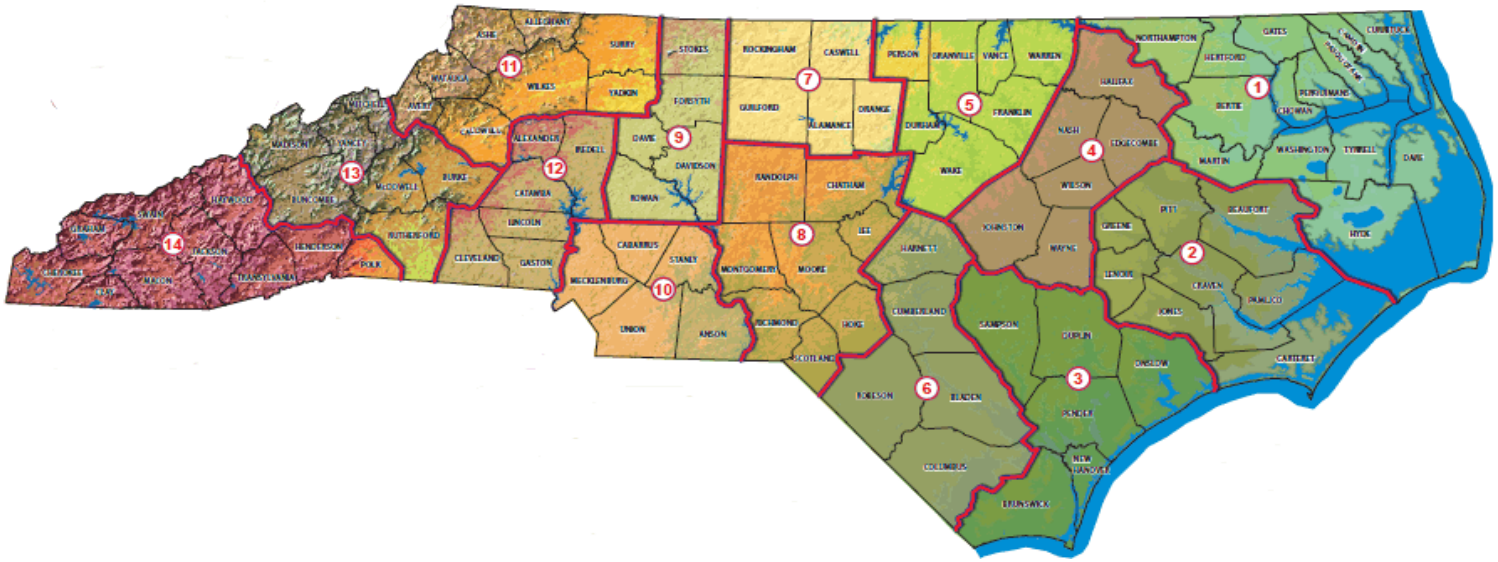
Prioritization 3.0 Schedule



Division	2010 Census Pop.	P3.0 Pop. (Rounded to nearest 100K)	Maximum # of New Highway Project Submittals	P3.0 Pop. (Rounded to nearest 50,000)	Local Input Points
1	264,551	300,000	13	250,000	1,500
2	490,035	500,000	15	500,000	2,000
3	662,023	700,000	17	650,000	2,300
4	579,818	600,000	16	600,000	2,200
5	1,394,973	1,400,000	20	1,400,000	2,500
6	661,565	700,000	17	650,000	2,300
7	890,700	900,000	19	900,000	2,500
8	508,916	500,000	15	500,000	2,000
9	740,617	700,000	17	750,000	2,500
10	1,386,464	1,400,000	20	1,400,000	2,500
11	371,760	400,000	14	350,000	1,700
12	733,422	700,000	17	750,000	2,500
13	496,197	500,000	15	500,000	2,000
14	354,442	400,000	14	350,000	1,700

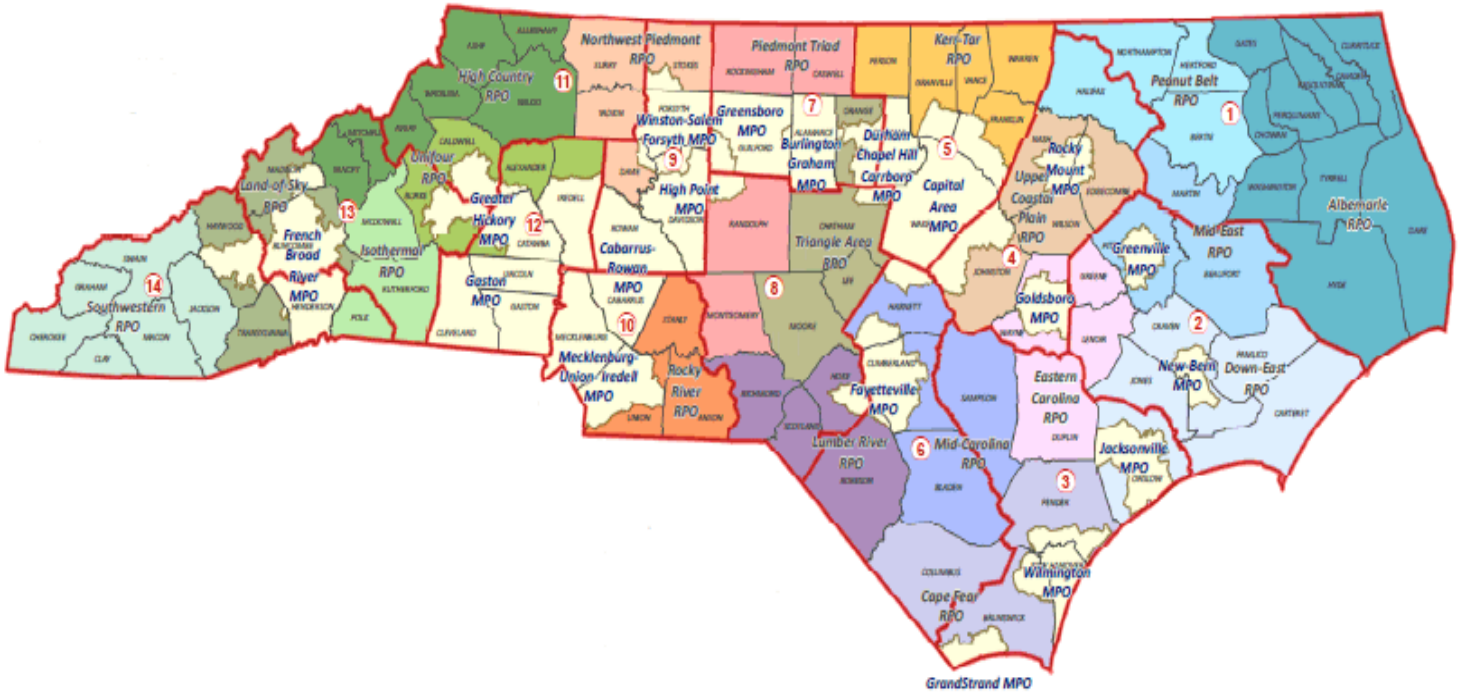
Division Engineer Responsibility

- Division Engineers have broad decision-making responsibility over 5 or more counties
- Transitioning to be Multi-Modal Transportation Engineers



MPO's / RPO's

- Division Engineers work cooperatively with local MPO's and RPO's to make transportation decisions that enhance the regional and division transportation systems



Local Input Meeting

- Each division will hold a meeting in Spring 2014 to seek regional and division project input
- Comments accepted for one month afterward
- Each comment will be reviewed and incorporated into scoring plan if appropriate
- Comments will be published and posted to the NCDOT website

Division Point Assignment

Division Engineers bring unique assets to point assignment

- Ability to bridge across competing priorities between multiple MPO's and RPO's in their division to make decisions most beneficial to the state
- Strong relationships with multiple local stakeholder groups
- Extensive local knowledge of transportation needs across all modes
- Engineering judgment to confirm validity of transportation improvement needs, including accuracy of Quantitative Scores

Division Point Assignment

Guiding Principles for Division Point Assignment:

- Overall Quantitative Score Based On Prioritization
- Reasonable Geographic and Modal Project Distribution
- Knowledge of Local Needs
- How Project Enhances System Functionality Across Modes
- Engineering Judgment
- Corridor Continuity
- Project Cost

Division Point Assignment

Also guided by national performance measures established by FHWA in MAP-21:

- Infrastructure Condition
- Congestion Reduction
- Safety
- System Reliability
- Freight Movement And Economic Vitality
- Environmental Sustainability
- Project Delivery

Assignment of points will vary by division based on uniqueness of needs

Note: Assignment of local input points is not new; has been done with P1.0 and P2.0

Questions?